

7 Principles

Framework Principles for Development of a Central Waterfront Plan

City Council Resolution 30664, April 2004



Environmental Sustainability

Develop the waterfront as a model of environmental sustainability through redevelopment and public improvements that enhance marine habitat and migration, improve water and air quality, and reduce noise.

Destination & Movement

Improve the waterfront's accessibility for people while acknowledging its critical role as a transportation corridor to and through Downtown. Ensure that the multiple modes of transportation serving the waterfront are well integrated with each other and with the larger downtown and regional transportation network.

Authenticity & Identity

Keep the waterfront real by accommodating functions that serve local community needs and by maintaining connections with the area's past. Promote development that reinforces the uniqueness of place, reveals the dynamic nature of the shoreline, and reflects the spirit of the people of Seattle and the Puget Sound region.

Balance & Integration

As an overarching principle, strike a workable balance for integrating nature, human activities, economic development, and transportation to create a functional, ecologically sound, and beautiful waterfront.

Diversity & Flexibility

Plan for the waterfront's future in a manner that recognizes the area's dynamic nature and the need to respond to conditions likely to change over time. Make the waterfront an exciting urban neighborhood and regional destination that accommodates multiple functions, including recreation and public gathering, working waterfront activity, a place for people to live and work, and habitat conservation.

Economic Development

Promote a healthy economy and attract investment to the Puget Sound region by developing the area as a modern, urban, working waterfront and a major recreational and cultural amenity that serves as a symbol of the region's vitality and livability.

Access & Connection

Make public use and access the primary objective for redeveloping the central waterfront. Increase physical and visual access to the shoreline and link the waterfront with inland areas so that each area reinforces the other and contributes to a cohesive downtown.

Waterfront Streetcar



Growing Vine Street "Cistern Steps" demonstrates sustainable design



Ferry commuters on Marion Street bridge



Seawall with habitat suggested by People for Puget Sound



Seattle Aquarium exhibit



View of central waterfront from Pier 66



Canoe welcoming ceremony as part of Salmon Homecoming, Waterfront Park



Young dancer at Salmon Homecoming



Harbor Steps integrates housing, retail and open space



Proposed Colman Dock redevelopment and Pier 48 habitat restoration



Port of Seattle container facility



Proposed Colman Dock redevelopment on Alaskan Way



Pike Place Hillclimb provides an east to west connection



These principles reflect key values expressed by Seattleites. They are not presented in order. However, one overarching principle emerges among the range of the public input for this critical area — the need to balance and integrate the multiple and potentially competing purposes for this area. The central waterfront is expected to accommodate private land uses, transportation, the natural habitat, and public spaces.

Seattle's Waterfront: Making a Great New Place

Seattle has an unprecedented opportunity to rethink its central waterfront. Planning for the new waterfront is happening now!

There is great potential to reconnect the city to its waterfront and make it the preeminent gateway to the region. The City of Seattle is working with numerous stakeholders to:

- enhance the waterfront's urban vitality and realize its enormous economic potential
- restore portions of the natural shoreline environment and retain the waterfront's cultural roots
- strengthen the regional transportation corridor and hub with diverse mobility choices
- celebrate our Northwest and maritime heritage
- renew a sense of place and create a vital and active waterfront for all

The project has captured Seattle's imagination and generated many creative ideas. For the past three years hundreds of people in the community, together with City staff and other agencies, have been envisioning the new waterfront. With catalyst projects including the replacement of the Alaskan Way Viaduct, the redevelopment of Colman Dock, improvements planned for the Seattle Aquarium and Piers 62/63, and construction of the Olympic Sculpture Park, the transformation of the waterfront is already underway. The area demands a coherent framework that links together all the new initiatives and sets a new direction for the future that will benefit everyone who lives, works and plays along the water's edge. The Waterfront Concept Plan offers just that. It sets out a development program that can be realized over time, relying on partnerships for funding and future cooperative management.

This exhibit contemplates the next century and a great, new role for the central waterfront as the centerpiece of downtown Seattle and the Puget Sound region.

Waterfront History



Princess Angeline, c. 1890



Canoes at Seattle Waterfront, c. 1892
photos by Boyd & Braas (UW Libraries Digital Collections)

For Centuries Salish natives (the Duwamish and Suquamish tribes) fished, gathered and hunted along the abundant shoreline that was to become Seattle's waterfront.

Pioneer City 1852-1880

1852 Pioneers settled by the Duwamish Indians near the present intersection of 1st Avenue and Yesler Street.

1870s Railroads linked the waterfront to the region's coal mines.

Colman Dock
(Museum of History and Industry, Seattle)



Waterfront, vicinity Pike Street, c. 1865
(UW Libraries Digital Collection)

Waterfront Boom 1880-1900

1889 Seattle Great Fire destroyed most of the downtown, including the waterfront. The harbor facilities were quickly rebuilt.

1897 Gold was discovered in Alaska and the Klondike Gold Rush established Seattle as the gateway to Alaska. Piers were rebuilt at an angle to accommodate larger ships and shipbuilding became a major industry.

Maturing Waterfront 1900-1930

1909-1917 Shoreline became fixed with the construction of the seawall.

1915 Port of Seattle developed Seattle's first waterfront park on the roof of the Bell Street Terminal. It included a solarium, salt water pool and a children's play area.

Decline and Transition 1930-1970

1930s The golden age of the Mosquito Fleet ended; private automobile ferries replaced most of the steamboat fleet, requiring a complete reconstruction of Colman Dock.

1951 Washington State Ferries acquired the ferry system, followed by the purchase of Colman Dock in 1952.

1953 First link of the Alaskan Way Viaduct opened.



Waterfront with the Alaskan Way Viaduct, circa 1967
(UW Libraries Digital Collections)

Public Investment and Redevelopment 1970-1990

1970s Widespread introduction of containerization shifted most port activity to the Duwamish River mouth.

1970s Piers 60 and 61, built between the World Wars, were demolished; Piers 56, 57 and 70 were privately redeveloped for tourism.

1976 The City created Myrtle Edwards Park linking the northern end of the central waterfront with Elliott Bay Park. The park was named in honor of her vision to develop public open spaces during her leadership in the Seattle City Council.

1977 Piers 59 and 60 were redeveloped to house the Seattle Aquarium.

1982 The waterfront streetcar began operating along Alaskan Way, connecting the waterfront with the Pike Place Market.

1985 Market Park was renamed Victor Steinbrueck Park to commemorate his contributions to Seattle and to the restoration of Pike Place Market.



citydesign

Department of Planning and Development
City of Seattle, Greg Nickels, Mayor

Exhibit Credits:
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Myrtle Edwards
photo by Seattle Municipal Archives (HistoryLink.org)

The Waterfront Streetcar's inaugural journey, 1982
photo by F. Shaw (HistoryLink.org)



Pike Place Market after restorations

Preliminary Waterfront Concept Plan

“This is a 100-year opportunity to reconnect the city to the waterfront.”

Mayor Nickels



Myrtle Edwards Park, above
SAM's future Olympic Sculpture Park, at left

North Section

Preliminary Recommendations

- Improve Alaskan Way surface street to complement entry and edges of the Olympic Sculpture Park now under construction.
- Consider alternative ways to activate the eastern side of Alaskan Way along the railroad right of way.
- Enhance habitat along the Olympic Sculpture Park shoreline.

Victor Steinbrueck Park



Central Section

Preliminary Recommendations

- Place a lid over State Route 99 to connect the Pike Place Market and Victor Steinbrueck Park to the central waterfront.
- Create a central waterfront civic space by integrating the renovation of Piers 62/63 with the development of a highway lid and the aquarium expansion.
- Design the civic space to include a mix of uses including retail space, public space, performance space and more.
- Enhance habitat near the aquarium that complements its exhibit program.



Pike Place Market



Fisherman's Memorial, Bell Harbor

South Section

Preliminary Recommendations

- Redevelop the Colman Dock Ferry Terminal into a mixed-use facility and a regional icon at its present location.
- Assess the need to adjust shoreline regulations to enable intensive development of Colman Dock.
- Redevelop the Pier 48 uplands as a combination of public space and commercial/retail space.
- Create a beach and enhanced habitat in the shallows of the Pier 48 shoreline.



Occidental Park



King Street Station, above left

Aerial: Stadium on the left, Terminal 46 on top, and Smith Tower at right

Legend

- Iconic Views
- Icons – Existing
- Icons – Potential
- Sequence of Movement through Public Spaces & Art
- Potential Public Space
- Paths of Views and Composition
- Panoramic Views of the Water

Draft Concept Plan
Summer 2005

The Future

The Present

The Past